

Concept Map A

Maston Plateau – The 4,100 acre Maston Plateau area lies between Cline Falls Highway and the Deschutes River, and between Newcomb Road to the south, and Eagle Crest Resort to the north. Designated solely for non-motorized trail use in the UDRMP; the area would have a designated trail network created for pedestrians, equestrians, mountain bikers, and access to the Deschutes River. Two small isolated parcels of BLM extend east of the Deschutes River. These parcels are located at the west end of Jaguar and Quarry Roads; they would provide pedestrian-only access and trails to the Deschutes River.

Access

For Concepts A and C, the main trailhead would be created at Newcomb Road, about one mile east of Cline Falls Highway. A surfaced parking area would be provided for pedestrians and mountain bikers, with adjacent parking for horse trailers. A centrally-located restroom, with information/education kiosks would be provided. A reserveable group use site might also be included. Multiple trails would link to this trailhead, allowing users to disperse quickly.

Newcomb Road would remain open to motor vehicles for about a mile further east, until it enters the Maston area immediately west of the Deschutes River Canyon. This entry point would be gated, with vehicle access into public lands limited to property owners who have rights-of-way. At this gate, a small parking area (Southeast Trailhead) would be provided for fisherpersons, and pedestrians looking for quick access to the west side of the Deschutes River.

A secondary trailhead would be provided immediately east of Cline Falls Highway, at the north end of the Maston area, off the existing red cinder road. This trailhead would provide parking for pedestrians, and mountain bikers, but no space for horse trailers. In Concepts A and C, the red cinder road would be gated just beyond the trailhead; further motorized access would be limited to property owners with rights-of-way. All concepts would provide for an additional road to be constructed at the east end of the red cinder road, to provide legal access to currently undeveloped private property.

Under all concepts, access at the two small BLM managed parcels on the east side of the Deschutes River would be for pedestrian use only. One trailhead would be created at Jaguar Road, the other at Quarry Road. The Quarry Road Trailhead would be emphasized over the Jaguar Road location, with off-street parking or a larger parking area. The Quarry Trailhead would include surfaced parking, possibly a restroom, and information/education kiosks. The Jaguar Trailhead would provide limited parking, and an information/education kiosk. The Jaguar Trailhead might be closed seasonally (February-July) to minimize wildlife disturbance.

In all concepts, additional and/or improved fencing would be built on the periphery of the Maston area, to implement the motorized vehicle closure made in the UDRMP.

Trails

In all concepts, pedestrians, equestrians and mountain bikers would utilize a central shared loop trail, utilizing two long powerline service roads running north/south. Additional equestrian/pedestrian trails would be provided primarily in the eastern half of the Maston area, with at least one river overlook. Additional mountain bike/pedestrian trails would be provided primarily in the western half of the Maston Plateau, including a piece of the relic canal system, and might include a river overlook. Multiple pedestrian-only trails would wind from the plateau down to the Deschutes River. Trails would be kept away from the canyon rim in the central portion (north/south), and some trails might be closed seasonally to minimize wildlife disturbance. All trails would meet at a multiple-user, at-grade road crossing of Cline Falls Highway about one mile north of Newcomb Road linking trails on BLM west of the highway. A second at-grade road crossing might be provided across Cline Falls Highway about one-half mile south of the red cinder road.

In all concepts, trail development at the two locations on the east side of the Deschutes River (Jaguar and Quarry Roads) would provide river access and a limited trail system for hiking. Both parcels would provide at least one trail from the plateau to the river; these trail segments are expected to be narrow, steep, and primitive (designed, and maintained for a primitive trail experience). A narrow, primitive trail might also be constructed on BLM lands along the river. In addition, trail links across private land between blocks of BLM may be included as a goal in the Cline Buttes Recreation Area direction (because obtaining easements is generally expensive and time-consuming, this work is most likely to occur after the plan is completed).

Buttes – The 5,380 acre Buttes area is bordered by Highway 126 to the north, Barr Road to the west and south, and by Cline Falls Highway to the east. The Buttes area was designated for an emphasis on non-motorized trail use in the UDRMP, although it was not specifically closed to all motorized use. Under all concepts, the Buttes would provide access and trails for pedestrians, equestrians, and mountain bikers.

Access

Under Concepts A and B, mountain bikers and pedestrians visiting the Buttes area would park at a trailhead provided off the Cline Buttes Rock Pit Road, west of Cline Falls Highway. This trailhead would include a surfaced parking area and restroom, but would not provide space for trailers. Multiple trails would link to this trailhead, allowing users to disperse quickly.

An equestrian specific trailhead would be located at the north end of the buttes, either at Eagle Drive or Barr Road. Some equestrians riding in the Buttes might also park at trailheads located at the south end of Barr Road or Newcomb Road. The Eagle Drive Trailhead would provide parking for longer truck-and-trailer vehicles used by equestrians, with limited parking for smaller vehicles. A restroom and information/education kiosks would be provided.

The Buttes area also includes the Tumalo Canal Area of Critical Environmental Concern (ACEC) that would include some pedestrian-only interpretive trails. A trailhead to serve the interpretive area would be located about one-quarter mile northeast of Barr Road. This trailhead would include a restroom, information/education kiosks, and parking for a range of vehicles from sedans to school buses.

Trails

In all concepts, mountain bike and horse use on the buttes would be managed on separate trails, with mountain bike trails on the southernmost butte, and horse trails on the middle butte. Separate trails would provide loop opportunities around Eagle Crest phase 3 for both user groups. Starting from the trailhead off the Rock Pit Road, a primary south-facing climbing trail would lead mountain bicyclists near the top of the southern butte, where several steep, technical downhill trails would be provided. Longer trail loops could provide more moderate, but sometimes technical, rides around Eagle Crest Phase 3 (EC3), particularly if a trail corridor or easement through the State lands is accomplished. Longer trail loops may be created if trail crossings of proposed access roads for Thornburgh Resort and/or multiple crossings of Cline Falls Highway are created.

Equestrian trails would start at the Eagle Drive or Barr Road Trailhead, and with a trail easement through the State lands, ride up and around the middle butte, and back down and around EC3. Additional equestrian options would provide connections and/or loops on the east side of Barr Road to the South Barr Road Trailhead, and the Newcomb Road Trailhead. A complete equestrian trail loop around both EC3 and the proposed Thornburgh Resort is possible, but would require repeated at-grade road crossings. Although bikes and horses would have separate trails for a majority of their respective trail mileages, critical road crossings may require shared trail use at the Cline Buttes Rock Pit Road, resort right-of-way roads, Cline Falls Highway, and Barr Road.

Pedestrians would be allowed on all horse and bike trails (although hiking the downhill mountain bike trails would be discouraged). A short pedestrian-only link is expected in the south/middle butte saddle linking the equestrian/mountain bike trail systems. In addition, two additional pedestrian-only areas are proposed. The first would be an interpretive trail(s) within a portion of the Tumalo Canal ACEC. Starting at the ACEC trailhead, this trail(s) would include viewpoints, interpretive panels or other information on the canals, native vegetation, and other resources. This trail is envisioned as a surfaced trail for improved accessibility. The second pedestrian area is proposed just west of Cline Falls Highway, north of the TR, and south of Eagle Crest Phase 2 (EC2). This sandy, flat area would provide pedestrians with an easy, relaxed trail experience especially suitable for visitors with children and/or dogs.

North of Highway 126 – The 7,600 acre area north of State Highway 126 includes lands to the east and west of Buckhorn Road. This area was identified in the UDRMP for motorized use, on designated roads and trails. Under Concept A, the area north of State Highway 126 would provide opportunities for a wide spectrum of motorized users including motorcycle and quad riders, and Class II drivers.

Access

Under all concept maps, motorized users would enter the Cline Buttes motorized trail system from one of two staging areas – at North Barr Road Trailhead, located south of the State Highway or at Buckhorn Road Trailhead, located north of the State Highway. The Buckhorn Trailhead would be located about one-half mile north of Highway 126, either just to the east, or west, of Buckhorn Road. The trailhead would include surfaced parking, restroom and information/education kiosks. Multiple trails would link to this trailhead, allowing users to disperse quickly. Since a large number of OHV users come from outside the local area, a campground for these visitors may be provided adjacent to the Buckhorn Trailhead. The Buckhorn Campground would provide firepits and picnic tables at each designated site, and a restroom. Drivers operating vehicles over 50” in width would be required to negotiate an easy obstacle course to gain access to the Class II trail system.

Trails

In Concept A, the area north of State Highway 126 would be managed primarily for motorized trail use. Trails would be similar to those located south of State Highway 126 and west of Barr Road - providing large, relatively easy loops serving Class I, II, and III users. Additional trails, generally of intermediate or advanced difficulty, would be also provided; these trails would often be limited by vehicle width/type (e.g. 80” narrow Class II, or 50” Class I and III). Single-track motorcycle trails may be included as part of the system in this area, possibly in Buckhorn Canyon, the west side of Deep Canyon, and/or the plateau between Deep Canyon and McKenzie Canyon.

In Concept A, opportunities for Class II (jeep) drivers would be provided in Little Buckhorn Canyon (north of 126, east of Buckhorn), and the northern section of Deep Canyon. These play areas would be oriented toward slow speed, technical rockcrawling (Class I and III riders would also be allowed). Drivers visiting these play areas may be allowed to operate their vehicles anywhere within a defined zone, or might be restricted to defined pathways or corridors (usually wider than a normal trail, often allowing multiple lines).

In all Concept maps, a single, at-grade trail crossing of Highway 126 is provided about 2 miles west of the Buckhorn Road/State Highway 126 intersection. Entry from, and exit onto Highway 126 would be prohibited; this crossing would be developed, signed, and enforced strictly to allow trail users to use the combined trail system on both sides of the highway.

Central Plateau – Excluding the Canyons area (see next section), the Central Plateau area can be roughly defined by Highway 126 to the north, Barr Road to the east, Innes Market Road to the south, and Fryrear Road to the west. Under Concept A, this area would provide opportunities for a wide spectrum of motorized users including motorcycle and quad riders, and Class II drivers, as well as separate trails for pedestrians and equestrians.

Access

Under Concepts A and B, motorized users would enter the area south of State Highway 126 from the North Barr Road Trailhead. The North Barr Trailhead would be the primary motorized staging area for the entire Cline Buttes Recreation Area. Access to the motorized trail system south of the state highway would not be provided at Deep Canyon or at the south end of Barr Road. Multiple trails would link to this trailhead, allowing users to disperse quickly. Drivers operating vehicles over 50 inches in width would be required to negotiate an easy obstacle course to gain access to the Class 2 trail system. The North Barr trailhead would include large surfaced parking areas (designed for vehicles of all sizes), a restroom and information/education kiosks. A group site that could be reserved might be included at this staging area. A dedicated training site for teaching quad and motorcycle classes through certified programs would be provided at this site.

Under Concepts A and B, a trailhead for non-motorized trail use would be located at the south end of Barr Road, on the west side of the road about a quarter mile north of the existing cattleguard. Another trailhead would be provided off Fryrear Road (Canyons Trailhead). The South Barr Trailhead would provide large surfaced parking area (including longer spaces for horse trailers), a restroom, and information/education kiosks. A group use site that could be reserved might also be included at the South Barr Road Trailhead.

Trails

In Concepts A and B, the motorized trail system would encompass about two-thirds of the Central Plateau, including a portion of the relic canal system outside the Tumalo Canal ACEC, with the remaining southern third of the area managed for equestrian and pedestrian trail opportunities.

Trails for motorized use in this area would provide large, relatively easy loops serving Class I, II, and III users. Additional trails, generally intermediate or advanced in difficulty, would be also provided, and many would be designed to limit the width (type) of vehicle (e.g. 80" narrow Class II, or 50" Class I and III only). Multiple easy/intermediate trails would be provided immediately adjacent to the North Barr Trailhead for motorcycle and quad riders, including at least one child/beginner warm-up loop that could be viewed from the parking area. The northern third of the Central Plateau may provide suitable single-track motorcycle opportunities.

In all concepts, the existing Cinder Pit west of Barr Road would remain open as an OHV play area when consistent with mining operations. Additional Class II (jeep) opportunities might be developed adjacent to the Cinder Pit that would be oriented toward rockcrawling (Class I and III riders would also be allowed). Drivers visiting these play areas would be allowed to operate their vehicles anywhere within a defined zone, or might be restricted to defined pathways or corridors (usually wider than a normal trail, often allowing multiple lines).

Equestrians and pedestrians would visit the Central Plateau for loop trails, great views, and connections to other portions of the non-motorized trail system. In both concepts A and B, the equestrian/non-motorized trails in this area would connect to some or all of the canyons south of State Highway 126, and could also connect to trails in the Buttes or Maston areas.

Canyons – This area is located adjacent to Fryrear Road, and includes Fryrear Canyon, Dry Canyon, and Deep Canyon south of State Highway 126. In Concept A, the Canyons would provide access and trails for pedestrians and equestrians.

Access

Two trailheads are envisioned for non-motorized access to this area, the most direct access would occur from a trailhead located off Fryrear Road, while other visitors may use the more distant South Barr Trailhead. Motorized access would occur at the more distant North Barr Trailhead. The Canyons Trailhead would provide parking for pedestrians and equestrians (including space for horse trailers), a restroom, and information/education kiosks. Multiple trails would link to this trailhead, allowing users to disperse quickly. Due to concerns over private property trespass and dangerous ingress and egress onto the highway, the existing, informal use parking/staging area at Deep Canyon and State Highway 126 would be closed.

Trails

In Concept A, equestrians and pedestrians would visit the Canyons area for great scenery and loop trails. Trails would utilize the scenic canyons, as well as the plateaus between the canyons that offer long distance views. Trail layouts would encourage alternate loops, in case seasonal wildlife closures are needed in the canyons. At least one equestrian/pedestrian trail would loop throughout the BLM land immediately west of Fryrear Road. A trail connection would also be developed to connect with South Barr equestrian/pedestrians trails and the rest of the non-motorized portions of the Cline Buttes Recreation Area.